

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY
AUTHORIZING SUBMISSION TO AN APPLICATION TO THE
DEPARTMENT OF TRANSPORTATION, URBAN MASS
TRANSPORTATION ADMINISTRATION, FOR A MASS
TRANSPORTATION CAPITAL GRANT TO CONSTRUCT AN
ACCELERATED MOVING WALK WITHIN THE SOUTH
STATION URBAN RENEWAL PROJECT

WHEREAS, under the Urban Mass Transportation Assistance Act of 1970 the Department of Transportation may make grants to local public bodies to assist them in constructing facilities in connection with the development of improved mass transportation; and

WHEREAS, the Boston Redevelopment Authority desires to undertake the construction of facilities in connection with the development of improved mass transportation; and

WHEREAS, Title VI of the Civil Rights Act of 1964 and the regulations of the Department of Transportation effectuating that Title prohibit discrimination on the basis of race, color, sex, religion or national origin in the use of all facilities and improvements provided by Federal assistance; and

WHEREAS, the Authority is cognizant of the conditions that are imposed in the undertaking and carrying out of programs assisted under Section 9 of the Urban Mass Transportation Assistance Act of 1970, including those relating to labor standards, equal employment opportunity, and the provision by it of the local share of project costs; and

WHEREAS, it is estimated that the cost of the activities proposed to be carried out in the construction of facilities exceeds the usual expenditures of the Authority for comparable activities by:

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

1. That the Director is hereby authorized, on behalf of the Authority, to execute and file an application with the Department of Transportation for a Mass Transportation Capital Grant under the Urban Mass Transportation Assistance Act of 1970 for the construction of an Urban Mass Transportation Project consisting of an accelerated moving sidewalk to be located in the South Station Area of the City of Boston.
2. That the United States of America and the Secretary of the Department of Transportation be, and they hereby are, assured of full compliance by the Authority with regulations of the Department of Transportation effectuating Title VI of the Civil Rights Act of 1964.
3. That the United States of America and the Secretary of the Department of Transportation be, and they hereby are, assured of full compliance by the Authority with the Federal labor standards imposed under the Urban Mass Transportation Assistance Act of 1970.
4. That such Federal funds as may be granted under the provisions of the Urban Mass Transportation Assistance Act of 1970 may be expended for the purposes for which granted.
5. That an amount not to exceed \$7,488,939 may be expended as the local share required to be contributed under said Act. Such contributions will come from staff services provided by the BRA and City of Boston; the Authority's easement rights in the land being used for the walk, and private developers who will provide the construction of the envelope and associated items within their buildings attributable to the moving walk system.

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APPLICATION
OF THE

BOSTON REDEVELOPMENT AUTHORITY

FOR A

MASS TRANSPORTATION CAPITAL GRANT
TO CONSTRUCT
AN ACCELERATED MOVING WALK FACILITY
WITHIN THE CITY OF BOSTON

UNDER THE
URBAN MASS TRANSPORTATION ASSISTANCE ACT OF 1970

FEBRUARY 1973

Boston Redevelopment Authority

Robert T. Kenney / Director

City Hall
Room 900, 1 City Hall Square
Boston, Massachusetts 02201
Telephone (617) 722-4300

Mr. Carlos C. Villarreal, Administrator
Urban Mass Transportation Administration
Department of Transportation
NASSIF Building
400 Seventh Street S.W.
Washington, D.C. 20591

Dear Mr. Villarreal:

The Boston Redevelopment Authority hereby submits an application for a Capital Grant of \$14,977,877 under the Urban Mass Transportation Assistance Act 1970 to assist in the construction of An Accelerated Moving Walk System within the South Station Urban Renewal Project of the City of Boston. The walk will be 2028 feet long in its initial Phase and will service an Atlantic Avenue Corridor of 1162 feet and a Summer Street Corridor of 860 feet. The walk will serve a proposed car parking garage along Atlantic Avenue and a Transportation Terminal which will include Northeast Corridor as well as commuter Railroads, Rapid Transit, Local, Suburban and intercity buses. Other forms of specialized Transportation may eventually be tied in to the terminal. The walk will pass through commercial, office and public spaces on its way toward the retail and financial centers of the Central Business District.

This application is a result of Urban Mass Transportation Technical Study Grant Mass T9-5 (Contract Number DOT-UT-108) which determined that an accelerated Moving Walk System was indeed feasible for Boston. This application is also a result of increased private development activity occurring independently or because of plans for such a system. Consequently the city must not lag behind these forces, but continue to maintain its position of leadership in guiding her own development.

Here in Boston, we remain committed to the concept that the city must make herself available to new technology in order to bridge the gap from plaything to practicality. In doing so, we endeavor to again make our center cities viable by accommodating rather than tolerating the pedestrian.

Should you have any questions concerning the application or any of the material contained therein, please refer them to Mr. Edward Bailey of our our staff at (617) 722-4300, extension 414.

We represent that the material submitted to the Department of Transportation, Urban Mass Transportation Administration, in support of this application is true and correct to the best of our knowledge.

Sincerely,

Robert T. Kenney
Director

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APPLICATION FOR
MASS TRANSPORTATION CAPITAL GRANT

CITY OF BOSTON, MASSACHUSETTS

SUBMISSION DATE:

RESOLUTION OF THE BOSTON
REDEVELOPMENT AUTHORITY

WHEREAS, under the Urban Mass Transportation Assistance Act of 1970 the Department of Transportation may make grants to local public bodies to assist them in constructing facilities in connection with the development of improved mass transportation; and

WHEREAS, the Boston Redevelopment Authority desires to undertake the construction of facilities in connection with the development of improved mass transportation; and

WHEREAS, Title VI of the Civil Rights Act of 1964 and the regulations of the Department of Transportation effectuating that Title prohibit discrimination on the basis of race, color, sex, religion, or national origin in the use of all facilities and improvements provided by Federal assistance; and

WHEREAS, the Authority is cognizant of the conditions that are imposed in the undertaking and carrying out of programs assisted under Section 9 of the Urban Mass Transportation Assistance Act of 1970, including those relating to labor standards, equal employment opportunity, and the provision by it of the local share of project costs; and

WHEREAS, it is estimated that the cost of the activities proposed to be carried out in the construction of facilities exceeds the usual expenditures of the Authority for comparable activities by:

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON REDEVELOPMENT AUTHORITY:

1. That the Director is hereby authorized, on behalf of the Authority, to execute and file an application with the Department of Transportation for a Mass Transportation Capital Grant under the Urban Mass Transportation Assistance Act of 1970 for the construction of an Urban Mass Transportation Project

consisting of an accelerated moving sidewalk to be located in the South Station Area of the City of Boston.

2. That the United States of America and the Secretary of the Department of Transportation be, and they hereby are, assured of full compliance by the Authority with regulations of the Department of Transportation effectuating Title VI of the Civil Rights Acts of 1964.

3. That the United States of America and the Secretary of the Department of Transportation be, and they hereby are, assured of full compliance by the Authority with the Federal labor standards imposed under the Urban Mass Transportation Assistance Act of 1970.

4. That such Federal funds as may be granted under the provisions of the Urban Mass Transportation Assistance Act of 1970 may be expended for the purposes for which granted.

5. That an amount not to exceed \$7,488,939 may be expended as the local share required to be contributed under said Act. Such contributions will come from staff services provided by the BRA and the City of Boston; the Authority's easement rights in the land being used for the walk and private developers who will provide the construction of the envelope and associated items within their building attributable to the moving walk system.

APPLICATION FOR
MASS TRANSPORTATION CAPITAL GRANT

CITY OF BOSTON, MASSACHUSETTS

SUBMISSION DATE:

CERTIFICATE OF VOTE

CERTIFICATE OF VOTE

The undersigned hereby certified as follows:

(1) That he is the duly qualified and acting Assistant Secretary of the Boston Redevelopment Authority, hereinafter called the Authority, and the keeper of the records, including the journal of proceedings of the Authority

(2) That the following is a true and correct copy of a vote as finally adopted at a meeting of the Authority held on _____ and duly recorded in this office:

Copies of a memo dated _____ were distributed re an application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1970.

On motion duly made and seconded, it was unanimously

VOTED: 1. That the Director is hereby authorized, on behalf of the Authority, to execute and file an application with the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1970 for the construction of an urban mass transportation project consisting of an accelerated moving sidewalk to be located in the South Station Urban Renewal Project in the City of Boston.

2. That the United States of America and the Secretary of the Department of Transportation be, and they hereby are, assured of full compliance by the Authority with regulations of the Department of Transportation effectuating Title VI of the Civil Rights Act of 1964.

3. That the United States of America and the Secretary of the Department of Transportation be, and they hereby are, assured of full compliance by the Authority with the Federal labor standards imposed under the Urban Mass Transportation Assistance Act of 1970.
4. That such Federal funds as may be granted under the provisions of the Urban Mass Transportation Assistance Act of 1970 may be expended for the purposes for which granted.
5. That an amount not to exceed 7,488,939 may be expended as the local share required to be contributed under said Act. Such contributions will come from staff services provided by the BRA and City of Boston; the Authority's easement rights in the land being used for the walk and private developers who will provide the construction of the envelope and associated items within their building attributable to the moving walk system.

(3) That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting, and a legally sufficient number of members of the Authority voted in a proper manner and all other requirements and proceedings under law incident to the proper adoption or the passage of said vote have been duly fulfilled, carried out and otherwise observed.

(4) That the Application for a Mass Transportation Capital Grant to which this certificate is attached is in substantially the form as that presented to said meeting.

(5) That if an impression of the seal has been affixed below, it constitutes the official seal of the Boston Redevelopment Authority and this certificate is hereby executed under such official seal.

(6) That the undersigned is duly authorized to execute this certificate.

IN WITNESS WHEREOF the undersigned has hereunto set his hand this _____
day _____, ____.

BOSTON REDEVELOPMENT AUTHORITY

By _____
Assistant Secretary

ASSURANCE OF COMPLIANCE WITH
TITLE VI OF THE CIVIL RIGHTS
ACT OF 1964 (DEPARTMENT OF TRANSPORTATION)

Boston Redevelopment Authority
(hereinafter called the "Recipient")

HEREBY AGREES THAT it will comply with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and all requirements imposed by the U. S. Department of Transportation, to the end that, in accordance with Title VI of that Act, no person in the United States shall, on the ground of race, sex, religion, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department under Federal urban mass transportation programs; and HEREBY GIVES ASSURANCE THAT it will immediately take any measures necessary to effectuate this agreement.

If any real property or structure thereon is provided or improved with the aid of Federal financial assistance extended to the Recipient by the Department under Federal urban mass transportation programs, this assurance shall obligate the Recipient, or in the case of any transfer of such property, any transferee, for the period during which the real property or structure is used for a purpose for which the Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits. If any personal property is so provided, this assurance shall obligate the Recipient for the period during which it retains ownership or possession of the property. In all other cases, this assurance shall obligate the Recipient for the period during which the Federal financial assistance is extended to it by the Department under Federal urban mass transportation programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department under Federal urban mass transportation programs. The Recipient recognizes and agrees that such Federal financial assistance will be extended in reliance on the representations and agreements made in this assurance, and that the United States shall have the right to seek judicial enforcement of this assurance. This assurance is binding on the Recipient, its successors, transferees, and assignees. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Dated _____

BOSTON REDEVELOPMENT AUTHORITY

Room 900, 1 City Hall Square
Boston Massachusetts 02201

By _____

APPLICATION FOR
MASS TRANSPORTATION CAPITAL GRANT

CITY OF BOSTON, MASSACHUSETTS

SUBMISSION DATE:

OPINION AND CERTIFICATE OF COUNSEL

I have examined the application for a Mass Transportation Capital Grant to undertake the construction of an accelerated moving sidewalk in the South Station Urban Renewal Project under the Urban Mass Transportation Assistance Act of 1970, and my opinion relating to this application is as follows:

1. The Boston Redevelopment Authority is a body politic and corporate organized under Chapter 121 of the Massachusetts General Laws, as amended.
2. The Authority has the following powers that enable it to make application to the United States Government for a Mass Transportation Capital Grant and to expend the monies received under such grant:
 - (a) under Sections 45 and 46 of Chapter 121B the power to prepare community renewal programs, general neighborhood plans and urban renewal plans;
 - (b) under Section 45 and 45 of Chapter 121B the power to make studies including distribution studies in connection with the preparation of such programs and plans;
 - (c) under Sections 45 and 46, and 26AAA of Chapter 121B the power to design street improvements pursuant to an approved urban renewal plan;
 - (d) under Chapter 652 of the Acts of 1960 the power, as the planning board of the City, to prepare studies and plans for improving the distribution system of the City; and
 - (e) under Sections 23, 45, and 46 of Chapter 121B the power to contract with any department of the City for the latter to carry out powers and duties of the City including those powers relating to street improvements.

3. The Authority has the power to contract for and receive a federal grant under Sections 11 and 46 of Chapter 121B and a local grant under Sections 11 and 19 of Chatper 121B.

4. I further certify that there is no pending or threatening litigation which might in any way adversely affect the proposed project.

5. Therefore, it is my opinion that the Boston Redevelopment Authority has the necessary legal authorization to apply for, receive and expend funds received from the United States Government under the Urban Mass Transportation Assistance Act of 1970 for the purposes as stated in the application.

John C. Conley
General Counsel

EXHIBIT A
PROJECT DESCRIPTION

The Project comprises the construction of 1614 feet of Accelerated Moving Walk System. This system will consist of 7 sections of Moving Walks (each section having a belt in each direction, with a third reversible belt) and a parallel walkway for those not choosing to use the movement system and associated equipment and access to and from the second level system.

This system will serve principally as a Downtown Distributor for persons driving on the fringe of the Central Business District by many different modes. These modes include a proposed parking garage with access directly to and from the expressway system; a major bus terminal with street and reserved lane connections serving local, suburban, and intercity carriers; a rail terminal serving commuter and northeast corridor high speed and conventional trains; and two rapid transit lines with a common stop. Eventually other forms of specialized transportation may be tied into this transportation complex.

The walk will deliver commuters and shoppers close to their destinations in the Retail and Financial districts. Enroute the walk will pass display windows and shops, providing opportunities to shop and creating desirable and valuable second level commercial frontage. Additionally, vistas of the area will unfold along the belt, adding to the pleasure of the experience.

The initial phase will alleviate the already excessive walking distances in this pedestrian corridor and help to insure the workability of the concept of storing automobiles and buses at the fringe of the Central Business District in order to lessen congestion and pollution at the very heart of the urban area and strengthen the attraction to it of pedestrians. The initial phase assists in providing a convenient modal change for final CBD Destinations.

Further phases will provide better access to even more areas, thus forming a truly comprehensive system of continuous, fast, pollution-free urban distribution.

The system will be free to users and will be useable by a large cross-section of the populace, including many people with varying degrees of handicaps.

The walk will be built by the Boston Redevelopment Authority and will be owned and operated by the City of Boston or another public agency or leased to an operator, who will be responsible for operation and maintenance (by Sub-contract). The costs of maintenance will be borne by those benefiting from the existence of the walk (other than the users) such as the property owners. It is anticipated that construction will begin late in 1975 with the walk completed and ready for use during the Bicentennial year.

Beginning at the southerly end of the Transportation and Garage Complex, there will be 4 sections of belt which will ultimately lead to a large pedestrian area called the Great Space. At the intersection of Atlantic Avenue and Summer Street, 3 sections of belt will go westerly toward the retail and financial centers. The 7 sections of belt will total a one-way length of 1614 feet.

MOVING WALK EQUIPMENT
AND CONSTRUCTION COSTS

	<u>One-Way</u>	<u>Total</u>
Number of Belts	7	21
Number of Accelerating and Decelerating Units	14	42
Total Length of Accelerating and Decelerating Units	532'	1596'
Total Length of Line-haul Belts	1082'	3246'
Total Length of Movement System	1614'	4842'
Total Length of System	1930'	5790'
Accelerating and Decelerating Units	\$ 2,520,000	
Line-Haul Belts	\$ 3,246,000	
Closed-Circuit Television	\$ 40,000	
Subtotal (1970 - 1971 Dollars)	\$ 5,806,000	
Inflation @ 48% for 6 years	\$ 2,786,880	
General Site Conditions @ 2%	\$ 8,592,880	
	\$ 171,858	
Omissions and Contingencies @ 20%	\$ 8,764,738	
	\$ 1,752,948	
Contractors Overhead and Profit @ 26.5%	\$10,517,686	
	\$ 2,787,187	
TOTAL	\$13,304,873	

MOVING WALK ENVELOPE COSTS

Typical Modules (66)	\$1,570,008
Typical Corridor Access Modules (5)	92,925
Moving Walk Terminals (7)	294,938
Stationary Walk Bridges (4 = 465')	321,410
Stationary and Moving Walk Bridges (3 = 346')	513,049
Machine Rooms (14)	187,096
Transformer Vaults (7)	31,003
Central Control	80,000
Orientation Graphics	659,400
Electrical Service Equipment and Distribution	219,580
<hr/>	
Subtotal (1970 - 1971 Dollars)	\$3,969,409
Inflation @ 48% for 6 years	1,905,316
<hr/>	
	\$5,874,725
Easement (70,392 sq. ft. at \$46 - per sq. ft.)	3,220,978
<hr/>	
TOTAL	\$9,095,703

MOVING WALK ADMINISTRATIVE COSTS

Staff Salaries (including Fringe Benefits)	\$32,550
Direct General Overhead	32,550
Travel	1,140
TOTAL	\$66,240

SCHEDULE I

SALARIES

	Monthly Salary	% Time Charged To Project	Montly Salary Charged to Project	Total Cost 21 Months
Project Director	\$1000	50%	\$500	\$10,500
Engineer	\$1000	50%	\$500	\$10,500
Architect	\$1000	50%	\$500	\$10,500
Secretary	\$ 500	10%	\$ 50	\$ 1,050
Total Staff Salaries (including fringe benefits)				\$32,550

SCHEDULE II

TRAVEL

trips to Washington D.C. @ \$100	\$ 300
Mileage, Cab Fare, Etc. @ \$10/week	840
TOTAL	\$1,140

ESTIMATE OF PROJECT COSTS

Equipment and Construction Costs	\$13,304,973
Envelope Costs	9,095,703
Administrative Costs	66,240
TOTAL PROJECT COSTS	\$22,466,816
Local Share (1/3)	\$ 7,488,939
Federal Share (2/3) (Grant)	\$14,977,877
TOTAL PROJECT COSTS	\$22,466,816

TIME SCHEDULE & CASH FLOW

	<u>Months</u>
2/26/73 Submitted to UMTA	0
3/ 1/73 _____ (Base Date)	0
7/ 1/73 Planning Funds Received from UMTA	4
9/ 1/73 Engineering Consultant Hired	6
12/ 1/73 Approved by UMTA	9
10/ 1/74 Engineering Completed	19
1/ 1/75 Bid Awarded, Start of Construction	22
9/ 1/76 Completion	38

The Cash Flow by Quarter will be:

<u>Quarter</u>	<u>Months</u>	<u>Local</u>	<u>Federal</u>	<u>Total</u>
Oct. 1, 1974 - Dec. 31, 1974	3	3,224,218	-----	3,224,218
Jan. 1, 1975 - March 31, 1975	3	576,654	2,022,012	2,598,666
April 1, 1975 - June 30, 1975	3	576,654	2,022,012	2,598,666
July 1, 1975 - Sept. 30, 1975	3	576,654	2,022,012	2,598,666
Oct. 1, 1975 - Dec. 31, 1975	3	576,754	2,022,012	2,598,766
Jan. 1, 1976 - March 31, 1976	3	576,654	2,022,012	2,598,666
April 1, 1976 - June 30, 1976	3	576,654	2,022,012	2,598,666
July 1, 1976 - Sept. 30, 1976	3	804,697	2,845,805	3,650,502

24 \$7,488,939 \$14,977,877 \$22,466,816

EXHIBIT B

PUBLIC TRANSPORTATION SYSTEM

a n d

EXHIBIT C

PUBLIC TRANSPORTATION PROGRAM

"REPORT ON THE STATUS OF THE
TRANSIT DEVELOPMENT PROGRAM"

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
DECEMBER 17, 1971

is included herein in order to fulfill the
requirements of the Urban Mass Transportation
Assistance Act of 1970.

MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

REPORT ON THE STATUS
OF THE
TRANSIT DEVELOPMENT PROGRAM

December 17, 1971

MASSACHUSETTS

December 17, 1971

BAY

TRANSPORTATION

AUTHORITY

REPORT ON THE STATUS

OF THE

TRANSIT DEVELOPMENT PROGRAM

This report on the status of the Massachusetts Bay Transportation Authority's Transit Development Program has been prepared to meet the requirements of the Urban Mass Transportation Assistance Act of 1970. Its form and content is dictated by the instructions set forth in the Urban Mass Transportation Planning Requirements Guide issued by the Federal government. It is designed to support periodic applications for Federal aid for transit improvements and is subject to periodic revision. It can be useful in keeping the public informed as to the status of the following elements which make up the Massachusetts Bay Transportation Authority's Transit Development Program:

- (a) A program for the unified or coordinated operation of the mass transportation system for the Boston metropolitan area, including but not limited to scheduling, routing, fare structures, and levels of service to the public. The program indicates the way in which existing transit facilities, and those proposed under the transit improvement program, will be coordinated so as to provide maximum practicable service to the urban area.
- (b) A transit improvement program for the Boston metropolitan area covering a five year development period. The transit improvement program indicates the needed improvements in the mass transportation system for a five year development period; includes a schedule of priorities, estimates of costs and recommended or anticipated means of financing; and describes the allocation of responsibilities for carrying out the program. This element of the program essentially constitutes the Authority's Master Plan, or Program for Mass Transportation required under the provisions of Section 5 (g) of Chapter 161A of the General Laws as amended.
- (c) A plan for the maintenance of the transit development program. Procedures have been established for continuing relationships among those public agencies and private companies principally concerned with the planning, improvement and operation of the mass transportation system for the urban area. These are subject to periodic adjustment and the status of these relationships are described.

I. PROGRAM FOR THE UNIFIED OR COORDINATED OPERATION OF THE MASS TRANSPORTATION SYSTEM

A. The Authority's Transportation System

The Massachusetts Bay Transportation Authority is the principal mass transportation carrier in the Boston metropolitan area. It is a public corporation of the Commonwealth of Massachusetts created by the Legislature of 1964.

The Authority's transit system utilizes most of the types of transit vehicles now in service: bus, streetcar, rail rapid transit--both elevated and subway--and trackless trolley. This equipment consists of:

Streetcars	336
Rapid Transit Cars	352
Buses	1147
Trackless Trolleys	57
Total	1892

The MBTA operates about 30 route miles of rail rapid transit, 43 route miles of streetcar lines, 485 route miles of bus service and 8 route miles of trackless trolley. Service is provided as early as 5:00 a.m. and as late as 1:00 a.m. in headways varying from two minutes to sixty minutes.

Currently, the fare structure employed by the MBTA, excluding the routes formerly operated by the Eastern Massachusetts Street Railway Co., requires the adult passenger to pay a fare on each vehicle ridden (25¢ for rapid transit and 20¢ for surface) with free interchange only between rapid transit systems in downtown stations.

The fares on the former Eastern Mass. routes have not been changed since its acquisition by the Massachusetts Bay Transportation Authority in 1968. The basic adult fare is 30¢ cash, or a 25¢ token (sold 4 for \$1.00) and is good for a single ride within the zone in which the passenger boarded. Children between 5 and 12 years of age are carried at one-half the adult cash rate of fare. Transfers are issued in the cities of Quincy, Salem, and Lynn at a cost of ten cents, but only upon the payment of an initial 30 cent cash fare and good only on a connecting bus within the same zone limits. Total one-way cash fares between points on the former Eastern Mass. routes range in cost from 30 cents to \$1.25.

Between 1962 and 1968, annual ridership on the Authority's basic system showed a slight increase of approximately 3.2% from approximately 271.1 million fares to approximately 280.2 million fares. Due to a fare increase effective December 1, 1968, MBTA basic system ridership decreased approximately 11.62%, from 1968 to 1969, while the decrease from 1969 to 1970 was less than 5%. Figures for previous years cannot be compared because of a change in the fare structure. Since 1962, ridership on the former Eastern Mass. system has shown a steady decline except for the year 1967 which showed an increase over 1966 of 288,324 passengers.

<u>Year</u>	<u>MBTA Basic System Revenue Fares</u>	<u>Eastern Mass. Passengers Carried</u>
1962	271,110,299	29,350,382
1963	263,740,092	26,571,040
1964	270,122,641	24,788,357
1965	265,301,795	21,277,731
1966	270,613,592	20,321,411
1967	278,252,852	20,609,735
1968	280,214,215	20,197,541
1969	247,675,726	15,813,850
1970	234,872,737	13,473,048

A significant number of riders are school children, estimated at 15,000,000 in 1969.

B. Authority Contract Service

Under basic authority granted by Chapter 161A of the General Laws as amended, the Authority has entered into service contracts with four private carriers. These are:

- (1) Boston and Maine Railroad, serving the northern half of the metropolitan area.
- (2) Penn Central Railroad, serving the southwest sector of the area.
- (3) Middlesex and Boston Street Railway Co., serving the western sector.
- (4) Rapid Transit, Inc., serving the Town of Winthrop.

These service contracts provide for continuation of the transportation service by private carriers by extending financial assistance. The Authority's ability to offer this assistance depends on approval of the operating budget by the Advisory Board and on periodic legislation providing funding.

The Penn Central Railroad also provides limited commuter service unsubsidized by the Authority.

C. Other Private Carriers

In addition to the carriers operating under the terms of a service contract with the Authority, the following bus companies have operating rights within the Authority's district, consistent with the Authority's policy to encourage private carriers to remain in business to the extent that it is financially feasible for them to do so and is consistent with the public interest:

<u>Company</u>	<u>Number of Revenue Vehicles Operating</u>
Brush Hill Transportation Co.	25
Canton and Blue Hill Bus Lines, Inc.	16

Carlstrom Bus Lines, Inc.	N.A.
Englander Coach Lines, Inc.	12
The Gray Line, Inc.	82
Hudson Bus Lines	147
Lynnfield Community, Inc.	37
Metropolitan Coach Service, Inc.	22
Michaud Bus Lines, Inc.	107
Nantasket Transportation Co.	22
Needham Transit Company	N.A.
Plymouth and Brockton Street Railway Company	28
Sansone Motors, Inc.	45
Service Bus Line, Inc.	20
The Short Line, Inc.	104
Transit Bus Line, Inc.	N.A.
Vocell Bus Company	35
Wellesley Motor Coach Co.	78

II. TRANSIT IMPROVEMENT PROGRAM

The State law creating the Massachusetts Bay Transportation Authority established the manner in which the Authority shall develop its transit improvement program. Section 5 (g) of Chapter 161A as amended by 563 of the Acts of 1964 states:

"The Authority shall prepare and from time to time revise its Program for Mass Transportation within the area constituting the Authority . . . The said program shall include a long-range plan for the construction, reconstruction or alteration of facilities for mass transportation within the area constituting the authority together with a schedule for the implementation of such construction plan and comprehensive financial estimates of costs and revenues, and shall, so far as practicable, meet the criteria established by any federal law authorizing federal assistance to preserve, maintain, assist, improve, extend or build local, metropolitan or regional mass transportation facilities or systems."

The currently approved Program for Mass Transportation, as required by that statute, was initially prepared in 1966 and revised as follows:

- (1) February 1968 - Authorization of extension of Red Line rapid transit from Ashmont to Mattapan and construction of Red Line yards and shops at Mattapan.
- (2) October 1969 - Authorization for purchase of new buses increased from 300 to 400.
- (3) December 1969 - Authorization to purchase Penn Central railroad yards in the South Bay, Boston and to construct Red Line yards and shops thereon in lieu of yards and shops at Mattapan.
- (4) February 1971 - Authorization for purchase of additional new buses.

Recently, the Massachusetts legislature increased the Authority's bonding authorization from the initial \$225,000,000 limit to a new total of \$349,000,000 and specified that certain named projects could be undertaken with the proceeds of bonds issued under the increased authorization, provided that Federal aid could be obtained averaging two-thirds of the estimated cost of the projects. A copy of the legislation, Chapter 1075 of the Acts of 1971, is attached.

The projects listed in the legislation are:

- Central Area Subway System, including new rolling stock. This is the Green Line streetcar system.
- Pines River Transit Extension. This is located in Revere.
- Rolling Stock Replacement, including new buses and new cars of East Boston (Blue Line)
- Station Modernization. This is a continuation of a program initiated in 1966.
- New Bus Garages and Other Plant Improvements
- Private Bus Carrier Improvements. This is designed to assist carriers in the replacement of buses and improvement of facilities.
- Harvard/Alewife Corridor. The funded project is limited to the preparation of construction plans and specifications.
- South Shore Extension - Phase II. This will enable the South Shore rapid transit line to be extended southerly from its present temporary terminal at Quincy Center.
- Forest Hills, West Roxbury and Needham Transit Extension. This is the second phase of the total approved project for an

Orange Line southerly relocated and extension. The first phase - the South Cove tunnel - has been completed.

- Priority Right-of-Way Acquisition

III. MAINTENANCE OF THE TRANSIT DEVELOPMENT PROGRAM

This section describes the continuing relationships established with the many other agencies concerned with the planning, improvement and operation of the mass transportation system for the Boston metropolitan area.

A. Public agencies and private companies responsible for operating transit services and constructing transit facilities in the urban area.

The Authority is the sole public agency responsible for operating transit services or constructing transit facilities in the Boston metropolitan area.

Relationships with the private companies operating transit services are maintained by means of the service contracts described above and by coordination of route planning to assure, to the maximum extent possible, the integrity of the private carrier's route and fare structures.

B. The planning agency or agencies responsible for comprehensive and transportation planning for the urban area.

The state law establishing the Authority specifically requires continuing working relationships with the agencies responsible for comprehensive and transportation planning for the Boston metropolitan area. In referring to the Authority's Program for Mass Transportation, Section 5 (g) of Chapter 161A of the General Laws as amended states:

"Such program shall be based upon transportation plans and programs adopted by the Public Works Commission pursuant to section five A of chapter sixteen, shall be prepared in consultation with the Department of Commerce and Development, the Metropolitan Area Planning Council, and such other agencies of the Commonwealth or of the Federal government as may be concerned with the said program, and shall be subject to the approval of the advisory board; provided, however, that if within thirty days following such approval any such agency shall advise the authority in writing that the program is not based on the transportation plans and programs adopted by the said commission, the program shall be subject to the approval of the governor."

1. Comprehensive Planning

The comprehensive planning program for the Boston urban area is conducted under the auspices of the Metropolitan Area Planning Council, the agency officially established for the purpose. The membership of the MAPC now consists of more than 100 cities and towns including all 78 municipalities of the Boston Standard Metropolitan Statistical Area and all 79 member communities of the Massachusetts Bay Transportation Authority. All member communities of the MAPC have official representation on that body as well as the Authority itself, ex officio.

2. Transportation Planning

The statutory responsibility for transportation planning in the Commonwealth currently rests with the Bureau of Transportation Planning and Development of the Massachusetts Department of Public Works.

In April 1971 the Commonwealth's Executive Office of Transportation and Construction came into being and a Secretary assumed office in July 1971. He is currently in the process of developing new relationships among the departments and agencies under his jurisdiction, including the Bureau of Transportation Planning and Development, and of organizing new procedures for carrying out the continuing, coordinated comprehensive transportation planning process required by the Federal-Aid Highway Act of 1962.

For the Boston urban area, this transportation planning process is currently being carried out through the vehicle of the Boston Transportation Planning Review. This is an inter-agency effort co-sponsored by the Massachusetts Department of Public Works and this Authority with financial assistance from the Federal Highway Administration and the Urban Mass Transportation Administration of the U. S. Department of Transportation under the supervision of the Massachusetts Secretary of Transportation and Construction.

C. Local, regional and state transit regulatory bodies whose approval may be needed in the implementation of the transit development program.

The state regulatory body is the Massachusetts Department of Public Utilities. Within the Authority's district the DPU has jurisdiction only over matters of safety, and in other matters, the Authority has been assigned the regulatory powers within its district. No other regulatory bodies have jurisdiction over the transit development program.

D. Public bodies who make application for assistance under the Urban Mass Transportation Program.

The Authority has cooperated with the regional planning agencies of the Brockton and Lowell areas and with the City of Boston and the Massachusetts Department of Public Works in the conduct of Technical Study Grants.

The current Technical Study Grant underway involving several agencies is that which helps finance the Boston Transportation Planning Review. This grant is also providing financial assistance to the Metropolitan Area Planning Council to assure coordination between the transit development program and comprehensive regional planning activities.

E. State and local agencies responsible for the improvement of streets, highways and related facilities shared by private and transit vehicles in the urban area.

These agencies include:

Executive Office of Transportation and Construction
Massachusetts Department of Public Works
Massachusetts Port Authority
Massachusetts Turnpike Authority
Metropolitan District Commission
Public Works and traffic engineering departments of individual towns, cities and counties

The Authority works with these agencies in several ways, depending on the circumstances.

The Massachusetts Department of Public Works is the principal agency with such responsibilities. Joint meetings are held almost daily on a great variety of projects of common concern.

As new projects are planned and designed, regular meetings are held at both the policy and technical levels with representatives of the municipalities concerned. Occasionally the Authority and the municipality will enter into joint contracts with engineering consultants when the approach is determined to be the most effective means of dealing with the mutual problem at hand.

The principal municipality in the Authority's district is, of course, the City of Boston. As in the case of the MDPW, very frequent meetings are held with Boston planners, engineers and operating officials on matters of common concern. Periodic meetings are also held as required with officials of other municipalities, notably Quincy, Braintree, Cambridge, Brookline and Malden.

To facilitate inter-municipal understanding, the Metropolitan Area Planning Council is frequently called upon to organize and service such interagency problem-solving groups and it is anticipated that the role of the Secretary of Transportation and Construction will be important in this regard.

F. Other public bodies that may be concerned with transportation in the urban area, such as airport, waterport and parking authorities, and traffic engineering agencies.

The Executive Office of Transportation and Construction is expected to become the main coordinating body for the continuing activities of the functional transportation agencies. Procedures to be observed as the coordinating function becomes operative are in the process of development.

Chapter 7075.

H 6279

THE COMMONWEALTH OF MASSACHUSETTS

In the Year One Thousand Nine Hundred and Seventy-one

AN ACT

RELATIVE TO THE ADMINISTRATION AND OPERATION OF THE
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, AND INCREASING THE AMOUNT OF BONDS
WHICH MAY BE ISSUED BY SAID AUTHORITY.

Be it enacted by the Senate and House of Representatives in General Court
assembled, and by the authority of the same, as follows:

SECTION 1. Section 25B of chapter 53 of the General Laws is hereby amended by striking out clause (a), as appearing in section 2 of chapter 563 of the acts of 1964, and inserting in place thereof the following clause:-

(a) From time to time when required, the contract assistance to the Massachusetts Bay Transportation Authority provided under section twenty-eight of chapter one hundred and sixty-one A or under other applicable laws;

SECTION 2. The last paragraph of section 12 of chapter 161A of the General Laws is hereby amended by striking out the fourth sentence, as appearing in section 18 of said chapter 563, and inserting in place thereof the following sentence:- All remaining net savings after such application shall be applied to reimbursing the commonwealth, first, for any contract assistance which it may have paid to the authority under the provisions of section twenty-eight or other applicable laws and, second, for any other amounts which it may have paid under the provisions of this section and section thirteen, or otherwise paid on account of the cost of service, and the commonwealth shall thereupon distribute the latter among the cities and towns constituting the authority up to and in proportion to the amounts they were respectively assessed in the previous calendar year for express or local service or both, without any separation as between assessments for local and express service.

SECTION 3. The first paragraph of section 23 of said chapter 161A, as so appearing, is hereby amended by striking out clauses (1), (3) and (4) and inserting in place thereof, in each instance, the following three clauses:-

(1) To acquire, plan, design, construct, reconstruct, alter, recondition and improve mass transportation facilities and equipment for express service for use by or under contract with the authority.

H 6279A (3) (a) to acquire, plan, design, construct, reconstruct, alter, recondition and improve mass transportation facilities and equipment for local service for use by or under contract with the authority and (b) to provide relief to any private company, whether by agreement or arbitration award, under the provisions of section fourteen.

(4) To pay any capital costs of the authority, whether or not bonds for any such purpose may also be issued under any other provision of this section.

SECTION 4. Said section 23 of said chapter 161A is hereby further amended by striking out the third paragraph, as so appearing, and inserting in place thereof the following paragraph:-

Not more than three hundred and forty-nine million dollars of bonds of the authority under clauses (1), (2), (3) and (4) above shall be outstanding at any time, and not more than five million dollars of bonds shall be issued under clause (2).

SECTION 5. The fifth paragraph of said section 23 of said chapter 161A, as so appearing, is hereby amended by striking out the fourth sentence and inserting in place thereof the following sentence:- Provisions of this chapter relating to the preparation, adoption or approval of plans, programs, projects, budgets and expenditures shall not affect the issue of bonds and notes and the bonds and notes may be issued either before or after such preparation, adoption or approval.

SECTION 6. The first paragraph of section 28 of said chapter 161A, as so appearing, is hereby amended by striking out the second sentence and inserting in place thereof the following sentence:- The portion of the net cost of service not to be so assessed, hereinafter called contract assistance, is limited to (A) the annual debt service on bonds issued prior to January first, nineteen hundred and seventy-one for which such contract assistance has been provided by contract, and the annual debt service on ninety per cent of the bonds issued thereafter, but not exceeding under this clause (A) the debt service two hundred and fifty-seven million dollars of bonds outstanding at any time, and (B) not more than a total of five million dollars to be paid to the authority for not more than one half of the cost to the authority of agreements with railroads authorized by paragraph (2) of section twenty-three, and (C) not more than three million dollars annually to pay interest, principal and sinking fund requirements due upon indebtedness incurred or assumed by the authority and issued to finance or refinance mass transportation facilities or equipment for express service; provided that all facilities, title to which was transferred

R 62793 to the Metropolitan Transit Authority, pursuant to paragraph (d) of section eight A of chapter five hundred and forty-four of the acts of nineteen hundred and forty-seven shall be considered to be express service mass transportation facilities for the purpose of this clause (C); and provided, further, that such indebtedness shall not be subject to the limitations contained in the following paragraph.

SECTION 7. Said section 28 of said chapter 161A, as so appearing, is hereby further amended by striking out the second paragraph and inserting in place thereof the following paragraph:-

Any debt service on bonds issued by the authority, for which contract assistance is provided, shall mature serially beginning not later than ten years after the date of issue and ending not later than forty years after the date of the bonds, so that the amounts payable in the several years for principal and interest combined shall be as nearly equal as in the opinion of the authority it is practicable to make them or, in the alternative, in accordance with a schedule providing a more rapid amortization of principal.

SECTION 8. The proceeds of one hundred and twenty-four million dollars of the bonds issued under the authority of section twenty-three of chapter one hundred and sixty-one A of the General Laws, as amended by this act, shall be expended by the Massachusetts Bay Transportation Authority only for land acquisition, engineering, construction, including reconstruction, alteration and reconditioning where applicable, purchase of materials and equipment, and project administration; provided, however, that no such funds shall be used for a rapid transit station in North Braintree, nor for repair yards or car storage shops in the Roslindale-West Roxbury section of Boston, Dedham or Needham, and that such funds shall be allocated to the following priority projects provided that the funds so used shall be used as matching funds in accordance with the terms of the Urban Mass Transportation Act of 1964, as amended:

Central Area Subway System including new	
rolling stock	\$30,000,000
Pines River Transit Extension	13,000,000
Rolling Stock Replacement, including new	
buses and new cars for East Boston	11,000,000
Station Modernization	5,000,000
New Bus Garages and Other Plant	
Improvements	25,000,000

H 6279C	Private Bus Carrier Improvements	\$2,000,000
	Harvard/Alewife Corridor Construction Plans and	
	Specifications	2,000,000
	South Shore Extension - Phase II	8,000,000
	Forest Hills, West Roxbury and Needham	
	Transit Extension	20,000,000
	Priority Right-of-Way Acquisition	8,000,000

Ninety per cent of such bond proceeds shall be expended only for projects for which the authority has agreements with the federal government providing for grants averaging two-thirds of the estimated eligible cost of such projects or for expenditures which are preliminary to the obtaining of federal grants.

When a federal grant agreement has been obtained for a project, bond proceeds may be expended for the project beyond the amount allocated above in anticipation of federal reimbursement. The reserve for increased costs, together with any premium realized upon the sale of the bonds, may be allocated to the foregoing programs as needed. If the authority determines that any of the intended programs can be accomplished at a cost, exclusive of federal aid, less than the amount allocated above, the difference may be expended for other programs listed in this section. Except as aforesaid, the bond proceeds referred to in this section shall not be expended for any of the listed programs in excess of the amount allocated by this section.

House of Representatives, November 9, 1971.

Passed to be enacted,

President.

November 12, 1971.

Approved,

Paul B. Gray Jr.

Governor.

Thaddeus G. Donahue

EXHIBIT D

PROJECT JUSTIFICATION

RELATIONSHIP TO THE GENERAL PLAN

The 1965-1975 General Plan for the City of Boston and the Regional Core is a statement of policies and programs that are intended to guide development until 1975. The Boston Redevelopment Authority, at its meeting of March 11, 1965, adopted the text and maps as the official Master Plan of the City of Boston.

The Regional Core is functionally the heart of Boston. It includes six major types of activities: (1) offices, (2) retail, (3) entertainment, assembly, and transient accommodations, (4) cultural activities, open space, and institutions, (5) housing, and (6) industry.

The General Plan proposes a three-point strategy for major physical development of the regional core.

"First, predominately circulation improvements along the spine of the core should ease traffic congestion and facilitate communication between the core's separate sub-centers, which should then be enabled to expand and modernize functionally as necessary.

Second, along the fringe of the core, close to the Inner Belt, sites for a variety of enterprises requiring proximity to the core can be made available.

Third, inside the core, existing residential neighborhoods should be preserved through harmonious scaling and design of new projects, the provision of expansion room at their perimeters, and the elimination of through traffic and other circulation improvements."

The proposals in this application are consistent with the framework established by the General Plan.

RELATIONSHIP TO THE TRANSPORTATION PROGRAM OF THE AREA

The whole concept of the South Station Transportation Package and of the moving sidewalk--the most important ingredient, the one that makes it all work--is consistent with the Master Plan for the Region.

The MBTA's "Program for Mass Transportation" in August of 1966 called for continuing studies in the areas of the regional center "to provide better downtown transit distribution and meet the potential demands for service in future years" and express bus routes "both to feed rapid transit and through routes into central Boston and Cambridge."

The "Revised Program for Mass Transportation" in January of 1969 called for revitalized railroad service or a replacement suburban bus service utilizing railroad rights of way where appropriate, both options requiring downtown terminals. It also called for consideration of other vehicle systems for use in downtown distribution and small-car transit systems.

This revised program became a part of the "Recommended Highway and Transit Plan" which was the last official Master Plan to be adopted. This recommended

plan encompassed highway and transit plans into an overall balanced plan for the region. It states that "for downtown Boston the provision of adequate parking spaces will be one of the factors that determine a properly functioning regional transportation network." Under the various, the demand for downtown parking far exceeds the existing supply. This difference is proposed to be met with parking at transit stations and new garages and lots which "should be situated at the edge of the downtown core and good distribution facilities into the core should be provided." It goes on to state that should the ~~bus~~ bus system contemplated prove desirable, then "new bus terminal facilities will be required downtown in the North Station, South Station, and Back Bay areas." And that "as a supplement to the subway system, bus and railroad terminals, and parking garages, the downtown area should be served by some other means of distribution. The City of Boston is proposing to undertake feasibility studies of a distribution system in cooperation with the MBTA and the DPW. This system might take the form of a minibus network, moving sidewalks at selected locations, or the like."

Since the recommended plan, Master Planning in the area has gone on through the Boston Transportation Planning Review. Its recommendations expected soon, should only highlight the need for the South Stations transportation package and the moving sidewalk as one of several downtown distributors needed.

BENEFITS TO BE DERIVED

The purpose of the South Station-Summer Street Moving Sidewalk is two-fold: (1) The Summer Street system will serve as a downtown distributor for persons arriving on the fringe of the Central Business District by transit and

automobile, (2) the South Station garage system will facilitate the pedestrian movement to transit and the Summer Street system.

The primary benefits of the combined systems are:

- Halt the decline of retail activity in the core by providing improved access to the retail core by transit and automobile. The retail core has been in a steady decline in actual sales volume during the past four years, after leveling off for a five-year period in the mid-sixties. One of the primary reasons for this decline has been the lack of improved access to the core by the MBTA and for private vehicles.
- Keep unnecessary automobiles and buses at the fringe of core to lessen traffic congestion and air pollution. The Summer Street moving sidewalk will facilitate pedestrian movement from the combined bus terminals and proposed car parking garage to the retail core, financial and office districts.
- The creation of additional second level commercial frontage on Summer Street.
- Facilitate modal change between bus terminal, train terminal, parking garage, and rapid transit.

CONCLUSION

The moving sidewalk is an integral part of the South Station Development, Summer Street Development, and the City of Boston's CBD transportation policy.

It is essential to efficient pedestrian movement and to the economic success of the enveloping development. Viewed in this context the moving sidewalk is the single most important element in the South Station Transportation complex; its implementation is fundamental to the successful operation of the total development.

EXHIBIT E
REVENUE FINANCING

The Moving Sidewalk installation is an entirely new facility thus there will be no proceeds from the sale of any facilities to be replaced. Additionally there will be no user charge on the system and so no direct revenues. There is no known moving sidewalk which has a user charge and it is felt that the use of such a facility at all would necessitate none being assessed.

It is proposed that part of the local share be provided by the value of the private developers construction of the envelope and associated items within these buildings attributable to the moving system. Also it is proposed that these developers will pay for the operating and maintenance costs of the sidewalk as a further condition of being chosen developers.

EXHIBIT F
NET PROJECT COST AND GRANT FUNDS

Estimated Gross Project Cost (from Exhibit A)	\$ 22,466,816
Deduct Revenue Financing (from Exhibit E)	
Estimated Net Project Cost	<u>\$ 22,466,816</u>
Federal Grant Requested (2/3 of Net Project Cost)	\$ 14,977,877
Local Contribution (1/3 of Net Project Cost)	7,488,939
Total (equals Net Project Cost)	<u>\$ 22,466,816</u>

Property for the system will consist of such items as; structure (for moving walk, floor and bridges), fill, service tunnel, machine rooms, escalators, transformer vaults, paving, masonry landing, granite treads, steel handrails, balustrades, lighting (ceiling, wall, supplementary balustrade), finishes, closure panel (movement system, machine room masonry), environmental control and control panel, central control, orientation graphics.

It is understood that no refund or reduction of the local contribution shall be made at any time unless there is at the same time a refund of a proportional amount of the Federal grant.

EXHIBIT G

PLANNING

1. Regular Program Eligibility

The eligibility requirements of the Regular Program established under the provisions of the Urban Mass Transportation Act of 1964, as amended, were met in 1968.

2. Status of Comprehensive and Transportation Planning

The status of comprehensive and transportation planning for the Boston metropolitan area is described in the Transit Development Program included herein as Exhibit C.

3. Project Review

This application will be submitted in compliance with the provisions of Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and the Intergovernmental Cooperation Act of 1968 to the following for review and comment:

Governor of the Commonwealth of Massachusetts
Secretary of Transportation and Construction of the
Commonwealth of Massachusetts
Director of the Office of Planning and Program
Coordination, Massachusetts Department
of Administration and Finance
Commissioner of the Massachusetts Department of
Public Works
Commissioner of the Massachusetts Department of
Commerce and Development
Executive Director of the Metropolitan Area
Planning Council
Massachusetts Bay Transportation Authority
Mayor of the City of Boston

Since the letters which the Authority forwarded to the above are similar, only the letter to the Massachusetts Bay Transportation Authority is included as a sample.

4. Comments on Project Review

(To be added upon receipt of above responses.)

EXHIBIT I
LABOR AND RELOCATION

The project will not adversely affect the employees of any of the various companies and authorities providing Mass Transportation in the area. The trips which the facility will serve are pedestrian trips and would continue to be if the facility were not built. The effect of the facility will be to enhance the other Mass Transportation facilities by bringing their riders closer to their eventual destinations, something which they are not able to do either physically or operationally.

The project will not result in the displacement of families, individuals, business concerns or non-profit organizations, being located at second level within buildings designed for it and over public ways.

It is understood that the grant agreement will contain a provision by which the Boston Redevelopment Authority will warrant that the project will not adversely affect the employment and working conditions of the employees of any of the various companies and Authorities providing Mass Transportation within the area, and will agree that if any such employees are adversely affected, appropriate protection shall be afforded under the provisions of Section 13(C) of the Urban Mass Transportation Act of 1967 as amended April 1972.

EXHIBIT J.

MAP OF THE APPLICANT'S JURISDICTION
NON-DISCRIMINATION IN THE TRANSPORTATION
SYSTEM

The moving walk facility is located in traffic zones 050 and 051. South Station which is at the focal point of the facility is accessible from all parts of the urban area. It is particularly well located with respect to those traffic zones having large percentages of non-white population. Zone 052 with an excess of 66.1% of non-white population is within walking distance of the facility. Zone 020 is served by the same line that serves South Station and by the Green Line by which transfer can be made at Park Street for South Station (2 stops). The vast majority of the other zones fall along the spine of Washington Street which is served by the orange line. Transfer is effected at Washington Station for the 1st stop ride to South Station. Washington Station is within walking distance of the facility and later extensions will bring it that much closer. Those zones remaining are served by the green line (with transfer at Park) or by bus to the orange line.

Other than physical barriers to non-white sometimes there are economic ones. Such is not the case here, as the facility is free of charge to use and it is but a 25¢ ride for most to reach it, and a 45¢ ride for the remainder who have to take a bus in addition to the rapid transit system.

EXHIBIT K

PROTECTION OF THE ENVIRONMENT

A draft Environmental Statement will be forthcoming within the next six months.

EXHIBIT L AND M

EMPLOYERS AFFECTED BY PROJECT
AND
LAND ACQUISITION

As stated in Exhibit I Labor and Relocation, no employees will be affected and no land will be taken as part of the project.

M E M O R A N D U M

To: Boston Redevelopment Authority

From: Robert T. Kenney, Director

Date: 22 February 1973

Subject: SUBMISSION OF APPLICATION TO DEPARTMENT
OF TRANSPORTATION, URBAN MASS TRANSPORTATION
ADMINISTRATION FOR A MASS TRANSPORTATION
CAPITAL GRANT TO CONSTRUCT AN ACCELERATED
MOVING WALK

We are proposing the construction of an accelerated moving walk system to service the Transportation Center within the South Station Urban Renewal Project described in the attached Exhibit N.

The walk will serve the proposed parking garage along Atlantic Avenue and a Transportation Terminal which will include a northeast corridor as well as commuter railroads, rapid transit, local, suburban and intercity buses. Other forms of specialized transportation will eventually be tied in to the terminal. The walk will pass through commercial, office and public spaces on its way toward the retail and financial centers of the Central Business District.

Under the Urban Mass Transportation Assistance Act of 1970, UMTA will make a grant of 2/3 of the net cost of the project and the applicant must provide the remaining 1/3 share as a local contribution.

The application proposes that the local share be provided by a combination of staff services; the value of the Authority's easement rights in the South Station; and the value of the private developers construction of the envelope and associated items within their buildings attributable to the moving system.

Consequently, it is expected that the Authority will not be required to expend monies or cash towards the local share.

I am, therefore, requesting authorization to file an application for a Capital Grant for \$14,977,877 under the Urban Mass Transportation Assistance Act of 1970.

An Appropriate Resolution is attached.